



State of Utah

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DIVISION OF OIL, GAS AND MINING

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October 17, 2001

TO: Minerals File

FROM: Tom Munson, Reclamation Specialist

RE: Site Inspection of Six Remaining Sites, Mammoth Mining Company, Mammoth Mine, S/023/041, Juab County, Utah

Date of Inspection: October 4, 2001

Time of Inspection: 8:30 a.m. – 12:00 Noon

Conditions: Sunny

Participants: Dr. Spenst Hansen, Keystone Surveys, and Tom Munson, DOGM

Purpose of Inspection: To inspect the remaining six sites left to release the permit.

The following sites were inspected to determine if the conditions agreed upon were met to close the following mine openings so they could be considered safe and secure.

1. C.E. Holden Tunnel. Reinforce the outer mine timber barrier and increase the strength and configuration of the inner steel gate that the previous owner, Centurion Mines Corporation, installed in 1996.

Inspection notes:

The Holden tunnel has two methods of securing the entrance. The first being a heavy timbered grate and the second being a steel reinforced locked gate. The second gate was also reinforced with fencing welded to the bars as shown in the pictures. A portion of the one side of the metal gate was not finished at the time of inspection but was being worked on as soon as they could refill the acetylene tanks. I received a phone call as I had requested on October 15, 2001 stating this had been accomplished and the area was closed and secure.

2. Grand Central Tunnel. Side-fill the opening, smooth over the closure, and plant native seeds to re-vegetate the surface.

Inspection notes:

The Grand Central tunnel consisted of a very scary opening in unconsolidated mine waste. The opening could only be closed by taking material from the surrounding area and filling in the opening. This was done and the opening is now inaccessible and no longer considered a hazard.

The road accessing the site was revegetated on its own and a locked gate restricts access. The area is adequately reseeded.

3. Plummer Tunnel. Permanently close the tunnel with a timber and lagging barrier that will stabilize the closure with a similar configuration, strength and reduced opening space as is proposed for the C.E. Holden Tunnel, described above.

Inspection notes:

The Plummer tunnel was timber gated and secured with heavy timbers and long bolts. This closure is adequate.

4. Ajax Mine Adit and Drill Pad. Smooth and re-seed this essential turn-around to preserve the pad's future use. The adit and prospect pits were constructed prior to 1932 and no disturbance has occurred since the Act's effective date.

Inspection notes:

The pad was regarded and seeded as agreed upon and can now be released.

5. Lower Mammoth Tunnel. Increase the strength and configuration of the hinge attachments and safeguard the padlock inside a steel protection box to reinforce the existing security of the steel gate that the previous owner, Centurion Mines Corporation, installed in 1996.

Inspection notes:

The padlock arrangement was put into a welded lock box and two high quality locks were put on this arrangement to secure the heavy gate and cement footing. This closure is adequate.

6. Mammoth 300 Ft. Level Tunnel. Reduce the openings above and on the north side of the otherwise very secure, existing steel gate doors, and increase the strength and configuration of the hinge attachments and safeguard the padlock inside a steel protection box to reinforce the closure that the previous owner, Centurion Mines Corporation, installed in 1995.

Inspection notes:

The closure was adequately secured and reinforced with bars and a welded padlock box. This closure is adequate and released.

Conclusions and Recommendations:

The six areas or closures have been adequately reclaimed or closed to make the sites inaccessible to the public; thereby eliminating any potential hazards. Therefore, the areas can be released and the file closed.



P0002023.JPG
10/04/1901

AJAX MINE ADIT
AND DRILL PAD



P0002024.JPG
10/04/1901

REGRADED AND
SEEDED



P0002025.JPG
10/04/1901



P0002026.JPG
10/04/1901

PLUMMER
TUNNEL



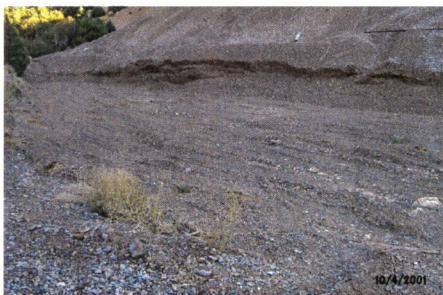
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10/04/1901

PLUMMER
TUNNEL



P0002028.JPG
10/04/1901

GRAND CENTRAL
TUNNEL



P0002029.JPG
10/04/1901

GRAND CENTRAL
TUNNEL



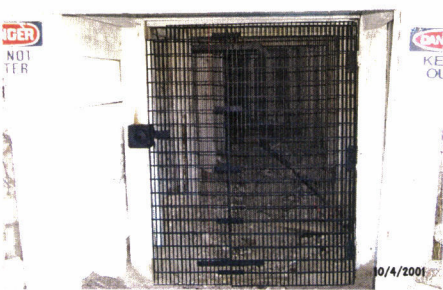
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FILLED IN



P0002031.JPG
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ROAD TO
GRAND CENTRAL



P0002032.JPG
10/04/1901

LOWER
MAMMOTH TUNNEL



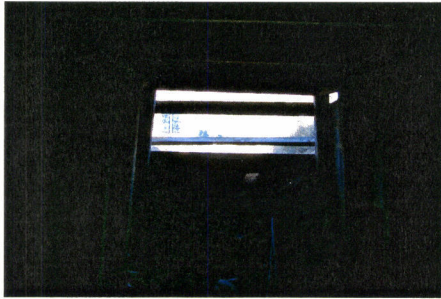
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CEMENT
PAD LOCK BOX



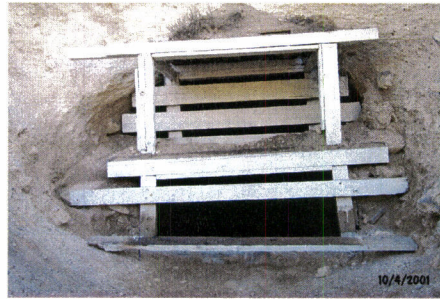
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TUNNER GATE -
C.E. HOLDEN TUNNEL
NEEDS MORE WELDING



P0002035.JPG
10/04/1901

HOLD EN TUNNEL
LOOKING OUT



P0002036.JPG
10/04/1901

TIMBER TO BE
REPLACE WHEN
WELDING ON
INNER GATE
FINISHED



P0002037.JPG
10/04/1901

BARS MAMMOTH
300' LEVEL
ALL ACCESS
RESTRICTED BY
ADDITIONAL
WELDING ON
BARS AND
LOCK BOX



P0002038.JPG
10/04/1901

BARS